

EXCHANGE
Closing Quotations—
T.T. London 3s 1/4d.
On Demand 3s 1/4d.

The Hongkong Telegraph

WEATHER FORECAST
DULL.
Barometer

(ESTABLISHED 1881.)

Copyright 1918, by the Proprietor.

April 10, 1918. Temperature 6 a.m. 72 1 p.m. 68
Humidity 89 85

April 10, 1917. Temperature 6 a.m. 69 1 p.m. 76
Humidity 98 89

7913 日九廿月二

WEDNESDAY, APRIL 10, 1918.

三拜禮 號十月四英港香

SINGLE COPY 10 CENTS
ANNUM

REUTER'S TELEGRAMS.

THE LATEST FROM THE BATTLEFRONT.

German Artillery Very Active.

London, April 9.
Field Marshal Sir Douglas Haig reports:—The enemy's artillery early this morning developed great activity from the Le Basse canal to the south of Arras. There is heavy hostile shelling in the neighbourhoods of Villers Bretonneux and Maricourt Labba.

Renewal of Attack Expected.

London, April 9.
According to Reuter's correspondent at Paris, a semi-official announcement says:—A renewal of the attack on a vast front must be expected. Yesterday on the Oise and Ailette we withdrew in order to reduce the salient and after fulfilling the mission of holding the enemy while the French main body took up new positions. The Germans are attempting to represent this as a simple operation in the great German attack, perhaps, hoping to attract some of our reserves here and so ease the Somme front, which is still their main objective. The enemy is employing French prisoners three kilometres behind the firing line.

THE IRISH QUESTION.

A Basis of Agreement Discovered.

London, April 9.
The Times says that the Government has found in the deliberations of the Irish Convention a basis for proposals as regards the Government of Ireland, but their scheme of conscription for Ireland is not conditional upon the acceptance of these proposals by Parliament. Conscription will be insisted upon whatever the fate of the proposals.

The New Home Rule Bill.

London, April 9.
The Daily Express says that the new Home Rule Bill will include an Irish Parliament at Dublin with an Executive responsible thereto, military service, safeguards for Protestant minorities, no control of the navy, army or foreign policy and a new Customs arrangement.

MR. HENDERSON'S ATTITUDE.

Policy of Conciliation Abandoned.

London, April 9.
Mr. Arthur Henderson, speaking in London, said that the Kaiser and his War Lords, by the latest attack, had drawn the British people together in a consecrated and determined effort to destroy militarism. Mr. Henderson abandoned the policy of conciliation which he had hitherto favoured, because the Western offensive, following the shameful treatment of Russia, proved that organized Prussian brutality was seeking world domination, threatening the free development of national and international life.

RUSSIAN AFFAIRS.

The Situation in Finland.

London, April 9.
The Times' correspondent at Stockholm says there is a very strong anti-German party in Finland, including not merely the whole commercial and industrial elements but even General Count Mannerheim, commanding the White Army. But the White troops are pro-German. The Entente should take the steps which the anti-German Finns recommend, because Finland is rapidly becoming a German province.

Some Necessary Steps.

London, April 9.
A Times' editorial urges the Allies to protect and keep free the harbour of Kola in Russian Lapland, keep open the Murman Railway, which is the door of European Russia, besides trying to maintain relations with the powerful anti-German Finnish party. It says that there can be no just comparison between the action of the Allies at Vladivostok and the German invasion of Finland, and the Allies must spare no effort to prevent Siberia sharing the fate of Finland.

Germany Demands Disarmament.

London, April 9.
Reuter's correspondent at Petrograd says that Germany has telegraphed to the Commissary for Foreign Affairs demanding the immediate disarmament of the Russian Fleet and the conclusion of the Russo-Ukrainian peace.

The Germans at Rangoon have demanded the cessation of the destruction of Russian warships, harbours and forts, and also that the bolts and sights of guns on ships and land batteries must be removed before April 11. The crews of Russian ships must return to Russia except small nucleus crews.

THE BUDGET.

More Taxes Foreshadowed.

London, April 9.
The Daily Mail says that Mr. Bonar Law in the new Budget hopes to obtain a thousand million pounds from taxpayers, increasing the income tax and duties on beer, spirits and licences also for tea, coffee, cocoa and sugar, and imposing an ad valorem tax on articles of luxury.

COUNT CZERNIN'S "LIE."

London, April 9.
Reuter's correspondent at Paris says that M. Clemenceau has issued a note regarding Count Czernin's "lie" in which he states that the Austrian Emperor in a letter of March, 1917, admitted the justice of the French claims regarding Alsace-Lorraine. The newspapers regard the admission as most important.

ARAB SUCCESSES.

London, April 9.
The Press Bureau says that according to advices from Egypt, the Arabs have had several successful engagements, defeating or capturing small bodies of Turks in Southern Hedjaz and also destroying the Port Sudan Railway near Bawat, derailing a train near Siradid. Moreover, Arabs occupied Kerak on Sunday.

REUTER'S TELEGRAMS.

BRITISH RAID ON COLOGNE.

Nearly Three Hundred People Killed.

London, April 9.
A Beale telegram states that 248 were killed in a British air raid on Cologne. Half the victims were soldiers in a troop train, ready to start for the Western Front. The raid caused the greatest panic.

AMERICAN TROOPS FOR FRANCE.

London, April 9.
Reuter's correspondent at Washington says that the Acting Secretary for War announces that the transportation of American troops to France has already been accelerated.

THE RANK OF GENERAL.

London, April 9.
A Royal Warrant states that promotion to the rank of General will henceforth be by selection instead of by seniority.

EARLIER TELEGRAMS.

INTERESTING REPORTS FROM THE BATTLEFRONT.

London, April 9.
Reuter's correspondent at British Headquarters says:—Just before dawn this morning the enemy developed a truly terrific bombardment north of the Somme, lasting an hour but I have not yet been able to learn the meaning of it. Our troops are ceaselessly vigilant, for an early resumption of the German offensive on a grand scale is expected any time. We retaliated to the gas-shelling of Arras by gas-shelling German positions thereabouts. We now know definitely that the objective of the big attack on April 9 by ten divisions of Von der Maritz's army was the high ground about Douencourt, Mailly-Maillet and Colincamp. This encounter developed into a pitched open battle wherein, despite his superior numbers, the enemy made very little headway. Our counter-attacks have since further reduced his gains.

German prisoners subsequently taken state that this failure considerably upset all plans since the German second army was so disorganised by it that a further serious effort was impossible for some days. They also say that there is much confusion behind the enemy lines and a lack of liaison owing to many people not knowing quite where they are. A draft recently arrived for the Ninety-Sixth Infantry Reserve composed of thirty men who participated in the Berlin strike.

Field Marshal Sir Douglas Haig reports: Except for hostile artillery firing at different parts of the battle-front, especially in the neighbourhood of Buequoy, there is nothing to report.

A wireless German official message says: We drove out the enemy from strong positions on the heights eastward of Courcelette. Troops advancing on the eastern border of Courcelette and via Barisies stormed a hillcock north-eastward of Folembray and advanced as far as Vermeul. The prisoners now number two thousand.

Reuter's correspondent at British Headquarters wiring on the evening of 8th inst. says: The heavy bombardment mentioned earlier died down after an hour, apparently smothered by the violence of our reply. Wet, cold and dreary weather has commenced. It is said the weather during this offensive is the first time the luck in this respect has gone against the Germans.

A French communique says: The enemy's pressure has continued north of Ailette region and lower Courcelette. Our advanced elements resisted and delayed the advance of the enemy, who were very superior numerically, inflicting very heavy losses. There has been reciprocal lively artillery activity on the Somme front and between Montdidier and Noyon.

Field Marshal Sir Douglas Haig, reporting on aviation, says: Our lowliers dropped ten tons of bombs and fired many rounds at hostile troops and transport on the battle-front. We downed eight enemies and drove down nine. Four of ours are missing. Our night-bombers dropped five and a half tons of bombs on Douai railway station and Bapaume.

THE VLADIVOSTOK LANDING.

Why It Was Effectuated.

London, April 9.
Reuter is informed that the Anglo-Japanese landing at Vladivostok was solely necessitated by disturbances at Vladivostok, where on March 4 Japanese business premises were pillaged and Japanese killed. The landing has no relation with any so-called Japanese intervention in Siberia nor any movement of wider character than indicated.

To Resist the Japanese.

Petrograd, April 8.
The Government has proclaimed a state of war through-out Siberia and ordered the Siberian Soviets to organise detachments of Red Guards to resist the Japanese.

A Purely Local Affair.

Moscow, April 8.
The Commissary for Foreign Affairs has formally protested to the Allied representatives as regards the landing at Vladivostok, demanding the immediate withdrawal of the forces. The Allies replying characterised the landing as a purely local affair, due to local complications and said affairs would be soon settled.

A ZEPPELIN DESTROYED.

Copenhagen, April 9.
A telegram from St. Avanger reports that a British warship destroyed a Zeppelin off Jacten.

EARLIER TELEGRAMS.

GERMAN AND RUSSIA.

A Demand Regarding the Russian Fleet.

Petrograd, April 9.
In response to the Russian protest against the German landing in Finland Germany has demanded that the Russian Baltic fleet leave Finnish waters by the 15th inst. The Council of Commissaries has ordered the fleet to comply.

Warships Blown Up.

Washington, April 8.
The State Department learns that the Russian warships were blown up off Finland and destroyed after the German warships had fired upon them. Three of the former were battleships.

America's Naval Assistance.

New York, April 9.
Mr. Daniels has announced that over 150 American warships, exclusive of submarine chasers, are now operating in Europe waters.

BOLO PASHA'S EXECUTION POSTPONED.

Paris, April 8.
The execution of Bolo Pasha has been postponed in order to allow him to make a statement which may bear upon other cases before the Courts.

THE NEW LAND LADY.

Miss Talbot, Revivalist.

Harold Bagbie writes in the Daily Chronicle as follows:—Of the good things which may issue from this war is a revival of the old English countryside. The happy village may be born again.

If this reformation should come, it will be the work of women. Left to men, the village would have gone from one stage of dulness and desolation to another, ruling under the eye of heaven for lack, not of a tax on corn, but of a little imagination.

Men were making a dreadful mess of things. I remember suggesting to Mr. Lloyd George six or seven years ago that he should ask for the Board of Agriculture, and set himself to revive our agricultural life. He agreed that it offered to creative statesmen a never-attempted to do women have now begun to do under the driving urgency of war.

We owe much to Miss Talbot, director of the Women's Branch of the Board of Agriculture, the first woman ever admitted to any position of responsibility in that extra conservative establishment. It remains to be seen whether she will be the Horace Plunkett of England; but already she has done enough to earn our gratitude. Under her direction there are now two armies of women growing food for us in this country. One of these is a mobile army of 7,000 women, the expeditionary force, as it were, of our feminine agriculturists; the other is an immobile army of some 220,000 women, composed of villagers who labour in their own localities. The mobile army of 7,000 is composed of volunteers, and I am inclined to think that in their ranks are some of the most heroic women of the nation.

For these are war-workers in whom hard service offers neither the consolation of an attractive uniform nor the reward of high wages. They work for seven days a week, beginning with the first grey hours of dawn and ending up with a lantern in the dark of the evening. They have given no holidays. They have no city diversions for spare hours. They pay as much as 16s or 17s for their board and lodging, and they receive about 18s for their toil. No minister, or newspaper, so far as I know, has yet told these women that they are among the most gallant of our war-workers. Their self-sacrifice has not yet attracted the attention of any commentator, except the caricaturist and the manufacturer of revues. They are neglected, but they are most gallantly fighting the U-boat.

For these are war-workers in whom hard service offers neither the consolation of an attractive uniform nor the reward of high wages. They work for seven days a week, beginning with the first grey hours of dawn and ending up with a lantern in the dark of the evening. They have given no holidays. They have no city diversions for spare hours. They pay as much as 16s or 17s for their board and lodging, and they receive about 18s for their toil. No minister, or newspaper, so far as I know, has yet told these women that they are among the most gallant of our war-workers. Their self-sacrifice has not yet attracted the attention of any commentator, except the caricaturist and the manufacturer of revues. They are neglected, but they are most gallantly fighting the U-boat.

To restore village life, Miss Talbot, with Mrs. Alfred Lyttelton, help her, is doing all she can to further what are called women's institutes. These institutes resemble the Village Guilds which flourished in England up to the end of the 15th century. They provided educational facilities, and so on.

At the head of these splendid women is Miss Talbot, reckoned by all those who know her work as one of the ablest women in the country. She is a lady of middle age, with a good masculine voice, large humorous eyes, and a quietly decisive manner. She gives you the impression that she has just got off a ship after a tremendous hammering on the high seas, and is feeling all the better for that—baking up, and doesn't care a button if her hair is a little disarranged and her garments say-bow. She belongs to that considerable body of aristocracy which is completely overlooked by the photographer and the paragraphist of the society journal. She is intellectual, unfashionable, original, and a worker. She has been all over the Empire, and owes it as her friend the late Earl Grey loved it, passionately, as a great spiritual force, as a moral attitude, as something to be shaped and inspired to the glory and service of humanity. And this love goes with a profound common sense. Miss Talbot's laugh tells you that she is neither a fanatic nor a jingo. I am sure she would never break a Privy Councillor's windows, or go on hunger strike, or work herself up into a tearing rage over opinions contrary to her own. But I am sure she would work herself to skin and bone for a good sensible idea on the road of evolution.

She told me that the women of the Land Army are taken from all classes, but that most of them come from domestic service or from factories. The other day she stood admiring a vigorous girl working in a farmer's field, and asked her what she had been doing before the war. The girl replied that she had been a housemaid in the Mansion House. "And wouldn't you," asked Miss Talbot, "rather be back tending the Lord Mayor's parlour, than working so hard in the fields?" The girl protested that not for all the world would she exchange the open air for the Mansion House. No fear! Never again!

But Miss Talbot looks ahead. Will this enthusiasm last? Will the life of a village continue to content? She sees that a new life must be born if we are to keep women on the land. The land, she says, is in some ways better than most other employments for women; it is not a dead-end occupation; it presents opportunities of various kinds; and it is healthy, interesting, natural. But the village is dull.

To restore village life, Miss Talbot, with Mrs. Alfred Lyttelton, help her, is doing all she can to further what are called women's institutes. These institutes resemble the Village Guilds which flourished in England up to the end of the 15th century. They provided educational facilities, and so on.

To restore village life, Miss Talbot, with Mrs. Alfred Lyttelton, help her, is doing all she can to further what are called women's institutes. These institutes resemble the Village Guilds which flourished in England up to the end of the 15th century. They provided educational facilities, and so on.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE SILVER MARKET.

London, April 9.
Silver is quoted at 45 1/2. There is no demand and the market is steady.

CANTON NEWS.

Our Canton correspondent writes as follows:—Chang King-ming, Commander-in-Chief on the eastern front, has wired to the Authority that the cruisers Hoi Yang, Shai Wo and five others at present in Amoy harbour are prepared for action and that Admiral Lam Kinsai, appointed by the Central Government, has recently arrived with two more cruisers. Chung Wei Chue's troops (from Mukden) having reached Hunan, the defence position in Shaitwan has become very serious. Chan Kai-yun, the chief of the Military Department of the Military Government, has consulted with the Tachun with a view to despatching six battalions to guard the northern boundary of Kwantung. The Tachun has agreed to send six battalions of King Wei troops as requested. Li Kai-sung has been shot by order of the Tachun for having wrongfully accused and given false evidence against another as the murderer of Ching Pih-kwong.

DON'T FORGET.

TO-DAY
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

TO-MORROW
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

assistance to their members, and develop rational enjoyment. Wherever one of these institutes is established, the boredom and inertia of rural existence are challenged, and wherever they are successfully set going intelligence and joy give a new horizon to the life of that village.

If women take permanently to the land and continue to associate themselves together in these institutes, it is reasonably certain that we shall have a new English Arcady. The parish, the churchwarden, and the village postmaster may shake their heads, and prophesy a judgment from heaven, but these young women, marching shoulder to shoulder, will press forward to a fuller existence. They will have their songs and dances, they will dress as they choose, they will think as they like, and they will respect no conventions which are not rationally founded. The very fact that their institutes will establish in our villages the sense of communal existence is in itself a revolution. Rural individualism is doomed. These girls, with their ideas now improving and their guilds expanding, are destined to be the pioneers of a joyous agriculture.

In the meantime they are growing more food for us, learning their business thoroughly, finding out that nature is just as interesting as a street of shops, and realising that beauty ministers to the peace and happiness of the mind. A new Arcady would be splendid, but a new womanhood, this would be heaven on earth.

GENERAL NEWS.

Complimentary Banquets.
Mr. Hsing Hai-ling, Director-General of (Inventary) Works in Tientsin, gave a banquet recently at the Mint Buildings, Tientsin, in honour of Capt. W. Ford Tyler, the members of the Suiho Consulate, and the Consular Body. The compliment was returned the following evening at the Astor House when the Band of the 16th U. S. Infantry performed a selection of music.

Newchwang's Generosity.
The community has been giving further proofs of its generosity, writes a Newchwang correspondent. Last month it raised some Frs. 15,000 for the French Red Cross and on Saturday, March 23, it set aside the day for an effort to continue the endowment of its bed in the Ulster Volunteer Force Hospital in Belfast. The result will richly yield from \$130 to \$150.

Sale of Silk to the Enemy.
Rome, Tuesday, March 5.—In connection with the scandals over the alleged sale of silk to the enemy, three directors of a company for utilizing silk waste have been arrested. The *Popolo Italia* gives the numbers of fourteen railroad cars loaded with silk which were permitted to go to Chiasso as recently as the last week in February. From Chiasso, which is in Switzerland, on the Italian frontier, the newspaper says the cars undoubtedly reached Germany.

Call For 5,000 Nurses.
Washington, March 7.—A call for 5,000 nurses between now and June 1 for services in military hospitals at home and abroad has been made upon the Red Cross by Surgeon-General Gorgas, of the army. Nearly 7,000 nurses already have been supplied by the Red Cross, but the need for more grows imperative daily. Of the eighty or ninety thousand registered nurses in the United States, General Gorgas estimates that approximately 30,000 will be needed in army hospitals during this year.

Disappointed in Love.
Amsterdam, March 7.—The mystery in the suicide of Grand Duke Adolph Frederick of Mecklenburg Str. li is explained in an official statement from the local house published in the *Rheinische Westfälische Zeitung*. The statement says that the Grand Duke attempted to become engaged to a German Princess, but the difficulty in negotiations for dissolving previous obligations weighed so heavily on his mind that he ended his life.

Verdict for Legless Soldier.
Private Harry B.uman, of the Twenty-seventh New York Infantry, in an action against the Norfolk and Western Railroad Company for the loss of both legs; won a verdict of \$75,000 from a jury in the Supreme Court but the amount was reduced by Justice DeGro, before whom the action was tried, to \$35,000. Bauman, at the time of the accident, was guarding a bridge at Lynchburg, Va. A freight train ran him down as he was crossing a trestle. During the testimony the details of the accident were of such a nature that one juror fainted and a court had to be adjourned.

New Weight Limit on American Parcels.

Mr. E. H. Everett, the American Postmaster, at Shanghai has received advice from the Postmaster General Mr. Barleson, that the weight limit on parcels to and from Shanghai and the United States has been increased to 50 lb. The former weight limit was 20 lb. This will permit of many parcels being despatched through the United States Postal Agency which heretofore had to take the slower freight route. The new order will be particularly advantageous to despatches from the United States to Shanghai of general merchandise, which because of the congested state of freight traffic in the United States is now taking many months. With the weight maximum fixed at so high as 50 lb. a large variety of merchandise capable of being made up into parcels of not too great bulk will now be carried by post. Although the weight limit is more than doubled, the limit of size remains before—84 in. totalling the length and largest girth of the parcel. This will be a very welcome news to those Shanghai people who are in the habit of ordering things from the great American mail-order houses.

NOTICES.



74492 Ardante Tranquillo (de Beriot) Violin - Perelli
74184 Hae foww Thy Young Dora Shaded
74383 Luibu's Air
92166 Rigoletto-Cortigian
87278 God Be With You
64530 In a Gondola-Improvisu
64605 Little Boy Blue (Field Navin)
64796 Musica Pibitica
55176-a Creation-In Native Worth
By the Waters of Babylon
17772-a Forosetta-Tarantella
La Gaiha-Fantasia

McCormack
Gluck
Raffo-Che
Gluck-Zimbalist
Eman
McCormack
do Gogorra
Althouse
Werrenuth
Vessell's Italian B.
Do

Save Your Eyes
ARE YOUR EYES ALIKE?

Perhaps one is doing more work than the other.

N. LAZARUS

OPHTHALMIC OPTICIAN
28, Queen's Road Central.

DISINFECTION

IS MOST NECESSARY TO YOU AT THIS TIME.

We Hold Stocks of:—

JEYES' FLUID
SANITAS OKOL
SANITAS SOLDIS
COSSAGE'S CARBOLIC SOAP.

PERCHLORIDE OF MERCURY, in wholesale quantities,
For Prices Apply to:—

W. G. HUMPHREYS & CO.

5, DUDELL STREET.

AMERICA'S BUOYANCY.

Archbishop of York's Tribute.

A throng that required a squad of policemen to keep in order packed Trinity Church, New York, to hear the second of the midday sermons of the Most Rev. Cosmo Gordon Lang, Archbishop of York. Many business men, stock brokers, and bankers were in the congregation.

The Archbishop launched into a discussion of the moral aspects of the war without announcing a text. "The resolves with which the Anglo-Saxon peoples of the earth have joined hands in this war are the noblest that have ever inspired human valor," he said. "Let us ever remember that high resolves demand high deeds, and never for a moment lose sight of the great moral issues we have set before us for the sake of temporary or selfish advantage."

In the midst of the sacrifices you are already making, and the still greater sacrifices that will be required of you in the future, remember that with you as with us the result will be to lift the level of common life, which is the most desirable of all national ambitions. The level of morality in any nation will be measured by the spirit of service and self-sacrifice shown by all classes of her people. "Let us in the language of your noble President, highly resolve that we will never abandon and never surrender the principles for which we fight, the principles that alone can make human life a worthy and inspired thing, and above all dedicate yourselves in prayer to the service of millions of your fellow men who have sacrificed all they have in this great conflict. Let us never fail to live up to the things for which we are fighting."

The Archbishop closed his sermon with a picture of England in wartime, with every energy thrown into the great conflict, and with sorrow in practically every heart because of some bereavement caused by the war. "I am happy," he said, "to find here a fresher energy and a more buoyant one to meet the trials and sacrifices that sometimes makes the heart weary, and the spirit sick among those in immediate proximity to the conflict."

Prepaid Advertisements.

ONE CENT PER WORD
FOR EACH INSERTION.

TO BE LET.

TO BE LET.—A FURNISHED FLAT on May Road Level. Private telephone. Use of Tennis Court. Apply Box 1372 c/o "Hongkong Telegraph."

TO BE LET.—RESIDENTIAL FLAT in Prince's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO BE LET.—No. 3, CANTON Villas, Kowloon. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO BE LET.—HOUSES on Shameen, CANTON.

OFFICES in York Buildings.

No. 1 MORETON TERRACE.

Apply to:—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO BE LET.—A FLAT in Nathan Road, Kowloon.

FOUR ROOMED-HOUSES in Kowloon.

Apply to:—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings.

LOST.

LOST.—On Saturday from 6, Stewart Terrace, Peak, a BLACK TOM CAT, with leather Collar. Finder please communicate with above address or Telephone 2532.

FOR SALE.

FOR SALE.—"GALESEND." 109 The Peak, 6 rooms. Apply:—C. H. Gale, P.W. Dept.

FOR SALE.—TUSCULUM. Barker Road, 1.5 Peak apply DUNCAN CLARK, c/o Lane, Crawford & Co.

FOR SALE.—TWO SIAMESE CATS, Male and Female, about 13 months old. Apply Box 1378 c/o "Hongkong Telegraph."

FOR SALE.—FOX TERRIER 5 months old, very smart pup. Apply Box 1379 c/o "Hongkong Telegraph."

FOR SALE.—WELSH TERRIER, thoroughbred. A good lady's companion. Owner leaving the Colony. Apply Box 1380 c/o "Hongkong Telegraph."

FOR SALE.—PHILIPPINE EMBROIDERIES, first class underwear, made-up blouses, etc. Also hats and a few choice orchids—Room 421, Hongkong Hotel—Hours 9 A.M.—3 P.M. every day except Thursday.

NOTICES.

THE BROWNLOW FILTER



British throughout for nearly 90 years—is a National Necessity everywhere. A copious, clear, germ-free supply always obtainable, with the water as sparkling as when drawn from the spring.

Sole Agents: **MUSTARD & CO.,**
4, Des Vaux Road Central. Telephone 1165.

AGENTS IN FOCHOW, AMOY, SWATOW and CANTON.
BRITISH AMERICAN TOBACCO CO.




VAFIADIS' EGYPTIAN CIGARETTES.

Imperial Bouquet per Crown Prince	100	\$5.30
"	100	4.65
"	50	2.35
"	10	.50
Extra Fine (Grand Format)	50	2.35
Nectar	50	2.35
Yildiz	25	1.10
Club Size	100	1.40
Non Plus Ultra	50	3.60
"	20	1.85
Supertine	100	2.40
"	50	1.20

SOLE AGENTS:—
THE HONGKONG CIGAR STORE CO., LD.
HOTEL MANSIONS.

NOTICES.

DOUBLE FELT TERA HATS



MEDIUM BROWN SILVER GREY

THE IDEAL HAT FOR ALL SPORTS.

LANE, CRAWFORD & CO.

ELLWOOD
FEATHERWEIGHT
SUN-HATS

TEL. RAINPROOF & SUNPROOF TEL.
692 SINGLE TERAIS 692

AND
DOUBLE TERIAS.
NEW SHIPMENT
RECEIVED.

J. T. SHAW
NEXT DOOR TO THE HONGKONG HOTEL.

KALOTHERMINE.

A SAFE AND SIMPLE APPLICATION.

HAS BEEN USED WITH CONSPICUOUS SUCCESS IN THE TREATMENT OF PNEUMONIA, BRONCHITIS, SPRAINS, BRUISES, BOILS, BURNS, AND IN ALL INFLAMMATORY CONDITIONS WHERE LOCAL TREATMENT IS REQUIRED.

ANTISEPTIC AND ANTIPHLOGISTIC

Easy to use and Entirely supersedes the old fashioned LINSEED POULTICES, BLISTERS, PLASTERS, Etc.

Sole Agents: **A. S. WATSON & CO. LTD** Hongkong & China.

NOTICES.

THE HONGKONG & SOUTH CHINA WAR-SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.

Honorary Secretaries & Treasurers.
Hongkong, 15th January, 1917.

THE DAIRY FARM CO., LTD.

NOTICES.

WARD OFF DISEASE
HEPPELL'S FLY SPRAY

Will permeate the atmosphere of your rooms, and kill all flies, mosquitoes and disease germs. Harmless and of pleasant odour. Outlets consisting of atomizer and bottle of fluid, price \$6.00 net.

Extra bottles of fluid \$2.00.
FRANK SMITH & CO.
4, DES VEAUX ROAD, CENTRAL.
TEL. 2090, HONGKONG.

WANTED.

Names for 1918 issue

of the

HONGKONG

DIRECTORY.

DOLLAR DIRECTORY CO.

P.O. Box 431.

MASSAGE.

MR. HONDA

Massage and Physiotherapy

Physiotherapy of Massage, Electricity, and Vibration

WILL VISIT PATIENTS' RESIDENCES

IF REQUESTED

4, DES VEAUX ROAD, CENTRAL.

WATSON'S NAZALINE.

AN IDEAL
ANTISEPTIC and
PROPHYLACTIC OINTMENT.

Specially useful for the prevention
of
CEREBRO SPINAL FEVER
and other infectious diseases.

Gives quick relief in all cases
of

COLD IN THE HEAD.

NASAL CATARRH.

ETC.

PREPARED ONLY BY

A. S. WATSON & Co., Ltd.,

HONGKONG.

TEL. 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides. All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 8th edition. Western Union
Office address: 11, Ice House St.

WEDDING.

DUNCAN-SCOTT.—At Union Church, Hongkong, on 9th inst. by the Rev. J. Kirk Macdonald. Robert Kirkwood Duncan, youngest son of Mr. and Mrs. Duncan of Greenock, Scotland, to Catherine Sinclair Scott, eldest daughter of Mr. and Mrs. T. L. Scott, Quarry Bay.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, APRIL 10, 1918.

LABOUR'S OPPORTUNITY.

Seeing that so much has depended in the recent operations on the Western battlefields on a steady and increasing supply of munitions from the Old Country, it is intensely satisfying to know that Labour is now fully conscious of its responsibilities towards the nation and the cause for which our soldiers are fighting. We see that fact pointedly illustrated in the recent announcement sent to the Premier by North-East Coast engineering and shipbuilding workers and employers, who say they are determined to do everything in their power to turn out in increasing numbers guns, shells, engines, ships and other munitions of war, and that they will not until complete victory is attained. The Premier, in gratefully acknowledging the message, rightly describes this attitude as one which breathes the spirit which will win the war. What we like about this manifesto is that it comes, not from one section, but from the joint interests of Capital and Labour, which are more closely and harmoniously working together now than ever they have before.

While all have a part, and a big part, to play in this war, we do not overlook the fact that in the last resort we have to depend on our workers for the means with which to beat the Boche. That is a point which has long since been acknowledged, and no-one with his senses about him would seek to refute it. But there is a danger to Labour itself in the constant repetition of the essential nature of the workers' role. The other day it was well stated in *Blackwoods* that many recent speeches delivered about Labour have been animated rather by fear of numbers than by a love of justice. The writer there said that to worship majorities with a constant heart, and to see an element of divinity in a compact, well ordered crowd is the peculiar sin of democracy. "Labour," said the commentator, "if it respects its own strength and integrity, will turn a deaf ear to the empty songs of praise which are sung in its honour. The choice is open to it: to play a gallant part in the national revival after the war, or to hug the gilded chains of a privileged sectarianism." In those words there is much concentrated wisdom, for, with the added power which Labour has won since the outbreak of war, and the growing recognition of its strength, there is a distinct danger that after the struggle the workers will be led away from that largeness of view which they now, in the main, hold. In other words, their outlook may become sectarian rather than national, and that would be a calamity not only to the workers themselves, but to the nation generally.

We have seen what the so-called "supremacy" of the workers has done for Russia, and any country which respects itself and enters into hope for the future would naturally wish to be spared from the humiliating experience which has befallen our former Ally. A writer put it well the other day when he declared that the "supremacy" of any one class will not make for general happiness, adding that none should be for a faction, but all for the State—and we cannot attain that summit of good fortune if we use the word "supremacy." Lord Milner recently proclaimed his "abiding faith in the mass of our fellow-countrymen." We are with him. There may be—there are—those who put personal and party gain before national welfare, but we think they are in a minority. The nation as a whole is sane enough to see that co-operation between all sections is a necessity if this war is to be won, and we see in the closer union of the interests of Capital and Labour great promise for the days ahead. The war has provided a great opportunity for the breaking down of the old barriers of distrust and suspicion by both the one side and the other. And it is happy circumstance that, in these critical days, the evidence shows a strong inclination by both to regard each as a necessary partner in the great task which lies ready at hand and which will await attention in the future.

A Sane Outlook.

Mr. Arthur Henderson's latest judgment on the Kaiser and his War Lords is only what we ourselves had arrived at long since, and when he says that the Western offensive, following the shameful treatment which has been meted out to Russia, has proved that organized Prussian brutality is seeking world domination, he is only repeating a truism that should have been apparent to all thinking men much earlier in the struggle. But this pronouncement coming from the strong man of the British Labour Party, and coupled with the assertion that the latest attack in the West has drawn the British people together in a consecrated and determined effort to destroy militarism, has a value of great significance, for it demonstrates that in the midst of the most crucial epoch of the war there is a unanimous resolve on the part of all classes at home to wage the war to the only end consistent with the principles of justice and humanity. We have been told by not a few experts that the latest German attacks had a political as well as a military aim, and the weakening of the Allied morale was doubtless sought after through a victory of German arms, but, like so many Teuton plans, this scheme has not only gone astray but recoiled on the heads of the originators. The wanted military machine has failed to break the Allied line and must have suffered enormous casualties, and, far from engendering dismay among the peoples of the Entente, the battle has stiffened the opposition and inspired afresh that enthusiasm which marked the opening days of the war.

The Vladivostok Incident.

Notwithstanding the fact that the Allied representatives have informed the Commission of Foreign Affairs at Petrograd that the landing of British and Japanese troops at Vladivostok is wholly and solely a local affair, the former have thought fit to proclaim a state of war existing throughout Siberia. What the recently formed "independent" Government of Siberia will have to say to this is not yet known. But as it is probable that they know more of the real situation at Vladivostok than do the authorities at Petrograd, the likelihood is that nothing at all will happen as the result of this ill-timed proclamation. No hostile action will be required in Vladivostok if the just demands of the Allies are acquiesced in. The Russians will have only themselves to blame, if, by the attitude they have adopted now or by any methods of retaliation they may adopt in the near future in any part of Siberia, they jeopardize that province. Japanese business premises have quite recently been pillaged and Japanese killed in Vladivostok. Surely this, together with the fact that it is imperative that order should now exist in the port, fully justifies the Allies taking matters into their own hands for the time being.

Success of Our Air Reprisals.

Telegramms continue to come to hand indicating that the air reprisals which the Allies are conducting against the Germans in their own country are meeting with splendid success. The Hun is now having a good taste of what he ought to have received long ago, for, unquestionably, effective retaliation for the raids on Paris, London and elsewhere can be met only by the means which are now meeting with so much success. The latest news regarding the reprisals is to the effect that at Cologne British aviators, besides doing very considerable damage to property, accounted for a large number of soldiers in a troop train which was ready to start for the western front. The raid, it is stated, "caused the greatest panic" which one can readily believe knowing well how the enemy while thoroughly inhuman in his bombing of British or French towns has given ample proof that he dares almost anything else the dropping of bombs on his kind and kin. To the credit of our airmen it will be seen from the message just quoted that, as far as possible, places of military importance only are attacked.

DAY BY DAY.

HE WHO MAKES RELIGION HIS FIRST OBJECT, MAKES IT HIS WHOLE OBJECT.—Rush.

To-morrow's Anniversary.
To-morrow is the anniversary of the signing of the Treaty of Utrecht (1713).

The Dollar.
The opening rate of the dollar on demand to-day was 3s 0.4d.

Spotted Fever.
For the twenty-four hours ended yesterday there were 14 cases of spotted fever, with nine deaths. All the sufferers were Chinese.

Committed for Trial.
The two men, who were charged before Mr. Dyer Ball, with the murder of a sugar boiler employed at the China Sugar Refinery, at Ye Wo Street, were committed to the forthcoming Criminal Sessions to-day afternoon.

Misplaced Trust.
A jeweller, brother of 5, Wah On Lane, has reported to the Police that on April 8 he entrusted a friend with a quantity of pearls and diamonds, valued at \$2,700. The friend promised to sell it for him, but he has apparently absconded.

Insurance Dividend.
Messrs. Shewan, Tomes and Co., agents of the Yangtze Insurance Association, Ltd., have received a cable from the head office in Shanghai informing them that the Directors will recommend at the forthcoming meeting a dividend to shareholders of \$18, and the adding to reserve of \$200,000.

For His Lady Friend.
A Chinese was charged before Mr. J. B. Wood, with hawking banquets without a licence at Yauwai. It was stated by Sergeant Talbot that the defendant was a wood-hawking out of which a certain kind of hair oil was used by Chinese was extracted. The defendant said that he was only buying some for a lady friend. His Worship imposed a fine of \$6 or 12 days hard labour.

St. George's Day.
Members of the Society of St. George are reminded that vouchers for seats at the Theatre are obtainable on application to the Hon. Secretary, Mr. J. Bentley, Messrs. Tbos. Cook and Son, from to-day. Vouchers are to be exchanged at Messrs. Montrose's on and after Thursday, the 18th inst. The box office opens at 9 a.m. on that day, when seats will be allotted in order of application. Payment for tickets, \$5 each, is to be made at Messrs. Montrose's.

A Fire.
A fire broke out yesterday's time at a mat-hed builder's store at the junction of Pennington Street and Yee Wo Street, when a large quantity of palm leaves, stacked in a wooden shed caught fire. The origin of the fire is believed to be spontaneous combustion. The Fire Brigade, under Station Officer Lane, attended, and the fire was extinguished in about half an hour. The shed was destroyed, and the damage is estimated at \$350. The property was not insured.

Market Obstruction.
A fish dealer in the Central Market was charged before Mr. Dyer Ball, at the Magistrate's morning, with causing an obstruction by weighing fish at the entrance to the market. His Worship enquired whether there was room to weigh inside, and Inspector Kent stated that there was plenty of room but the men preferred to weigh the fish just at the entrance to save them the trouble of going inside. There was a good deal of that going on. His Worship imposed a fine of \$5, or seven days' hard labour.

A Guiltless Chinese.
A rent collector of Canton, who is now residing at 52, Portland Street, Yauwai, has reported to the Police, that on April 7 he came to Hongkong from Canton by the s.s. Kwanzung, bringing with him the sum of \$8,000, in bank notes which had been entrusted to him by his mistress to pay to his master at 11, Wing Wo Street. While on the steamer he met a man, who subsequently induced him to put with the \$8,000 at 278, Reclamation Street, on the promise that if the money was put into a certain safe there it would multiply into \$100,000 in twenty-four hours. Needless to say, the man to whom the money was given has not been seen since.

YACHTING.

Royal Hongkong Yacht Club.

The ninth and last of the series of Club Championship races for the Handicap Class, One Design Class and Hayward Hays and Gael Class was sailed off on Saturday afternoon with the following results:—

Handicap Class.
Course:—Mark Boat in Quarry Bay (P) Channel Rocks (S), Lyman Bacon (P), Mark Boat in Quarry Bay (S). Distance:—9 1/2 Miles.

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
Dione	2:22	3:43:41	3:46:03
Rolla	47	3:42:07	3:42:54
Jessica	1:35	D.N.S.	—
Diana	4:45	3:47:35	3:42:50
Colleen	7:07	D.N.S.	—
Alleen	9:03	D.N.S.	—

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
(1) Diana	4	45	—
(2) Rolla	5	41	—
(3) Dione	4	43	—
Jessica	—	—	—
Colleen	—	—	—
Alleen	—	—	—

Winner of Championship.

One Design Class.
Course:—Channel Rock (S), Mark Boat in Quarry Bay (S), East Rocks Buoy (S), Channel Rocks (S), Mark Boat in Quarry Bay (S). Distance:—8 1/2 miles.

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
Alleen	Scratch	4:58:53	—
Bonita	—	D.N.S.	—
Daphne	—	4:47:48	—
Halcyon	—	D.N.S.	—

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
(1) Daphne	3	37	—
(2) Alleen	3	30	—
(3) Bonita	—	7	—
Halcyon	—	19	—

Winner of Championship.

Hayward Hays and Gael Class.
Course:—Channel Rock (S), Mark Boat in Quarry Bay (S), East Rocks Buoy (S), Channel Rocks (S), Mark Boat in Quarry Bay (S). Distance:—8 1/2 miles.

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
Lyabethow	1:27	5:18:47	5:20:14
Dawn	1:27	5:15:55	5:17:02
Toinette	43	D.N.S.	—
Gael	43	D.N.S.	—
Lady Ursula	5:17	5:17:41	5:17:41
Dorothy	Scr. D.N.S.	—	—
Asthore	—	—	—

receives 43 D.N.S.

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
(1) Dawn	8	55	—
(2) Lady Ursula	8	38	—
(3) Lyabethow	5	48	—
Toinette	—	39	—
Gael	—	37	—
Dorothy	—	8	—
Asthore	—	13	—

Winner of Championship.

The fifth and last of the Series of Cruiser Club Championship Races was sailed off on Sunday last, and resulted as under:—

Chinese Rig.
Course:—Mark Boat opposite Bonnie's Mill, Junk (S), Tatung Rock (S), Start, Murray Pier, and Outer Naval Buoy, Finish, Royal Hongkong Yacht Club. Distance 17 1/2 miles.

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
Lady Jean	Scr. D.N.F.	—	—
Onono	5:50	3:59:26	3:53:36
Dorothy	11:40	4:02:51	3:51:11
Niobe	11:40	4:39:14	4:47:24
Helen	11:40	N.F.S.	—

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
1. Dorothy	11	14	—
2. Onono	4	21	—
3. Niobe	3	23	—
4. Lady Jean	—	10	—
Helen	—	—	—

Winner of Championship.

CLAIM AGAINST AUSTRIAN LLOYD.

Judgment for the Plaintiffs.

On April 8 in the Mixed Court at Shanghai, before Mr. Grant Jones, British Assessor, and Magistrate Kuan, judgment was delivered in the case in which the Hongkong and Shanghai Banking Corporation sued the Austrian Lloyd to recover the sum of Tls. 8,866.40 due on a bill drawn on the Bombay branch of the defendant firm and purchased by the plaintiffs prior to the war. At the last hearing it was ordered that the writ should be served on Mr. Wm. Poacher, the local manager of the defendants.

Mr. G. H. Wright appeared for the plaintiffs and Mr. Poacher appeared for the defendant.

In giving judgment, the Assessor said:—This is a claim for Tls. 8,866.40 including interest at 7 per cent. to November 20, 1917, being the balance of a bill dated August 4, 1914, for Rs. 17,425 drawn by defendants upon the Agency General Austrian Lloyd, Bombay, to the order of plaintiff bank which was duly presented on September 2, 1914, and dishonoured by non-acceptance.

From the correspondence which was subsequently exchanged between the parties it appears that defendants wrote to plaintiffs on September 11, 1914, requesting that the amount of their liability on the bill might be reduced to Tls. and inquiring what rate of interest the bank proposed to charge. The bank complied with this request on September 19, giving the rate of interest as seven per cent. After further correspondence defendants wrote on October 20, professing their willingness to pay on return to them of the two drafts (first and second of exchange). In a letter of the following day defendants state that they are in a position to pay the amount at once, but take exception to a premium charged by the bank, which from the bank's letter of the same date appears to be the difference caused by the fall in exchange between August 4 and September 19. Finally on October 29 defendants notified the bank that they were unable to discharge their liability by reason of a prohibition of the Austrian authorities prohibiting payments to alien enemies during the period of the war. Certified translations of this document and of an Order in Council of October 22, 1914, have been produced to us by defendants.

On the outbreak of war between China and Austria-Hungary this restraint was removed and plaintiffs are now entitled to sue defendants in the Courts of this country. Defendants' claim to be relieved from payment of interest accruing during the period of prohibition rests in our opinion, on no equitable basis, in view of the fact that there has apparently been no payment into a non-interest-bearing Enemy Dividends Account but defendants have enjoyed the full use of this money for the period in question. Judgment must be entered for plaintiffs with costs.

English Rig.
Course:—Mark Boat opposite Bonnie's Mill, Junk (S), Tatung Rock (S), Start, Murray Pier, and Outer Naval Buoy, Finish, Royal Hongkong Yacht Club. Distance 17 1/2 miles.

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
La Tigre	Scr. D.N.S.	—	—
Vesper	22:20	3:25:17	3:01:57
Vera	22:10	4:45:45	4:18:33
Feathers	22:05	4:21:25	3:29:20
Luna	35:00	3:53:30	3:23:30
Mist	35:00	4:18:42	3:44:42

Yacht	Heup on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
1. Vesper	8	26	—
2. Feathers	6	34	—
3. Mist	4	15	—
4. Vera	3	25	—
La Tigre	—	—	—
Quaker	—	—	—

Winner of Championship.

TO-DAY'S MISCELLANEOUS.

Mr. Arthur Henderson, who has recently appeared much in the public eye, belongs to the more serene and temperate type of the Labour party. In the old days one arranged Labour leaders in England according as the spot of the Marston, or at any rate the Shavian, doctrine was or was not in them. Those in whom it was found were the doctrinaires of the new school and rather "dangerous," and the others belonged to the old gang and were accounted entirely safe. It was only the a little of the ground under their feet that had carried the old gang out of the orthodox Liberal latitudes. Nowadays this classification will not hold. The war has sorted out Labour politicians into new categories, and no one knows when he picks up a Labour member whether he is time or savage—a pacifist or a bitter-end.

Mr. Henderson was of the old gang. As a native of the North-east of England he will never quite get the old Liberalism out of his system. He belongs to Methodism, which from his several forms has very largely equipped the Labour party with leaders. And this being his bringing up, he has learned his public speaking in the pulpit and employs the somewhat rotund and somewhat style of pulpit oratory. He is a man into whose soul the "war" has for ever entered, and no one could indeed see him settle to the tea-table after a stormy session of his party and imagine that England will ever take any harm from his hands.

May I be allowed to say, writes an Irish correspondent to a London paper, that Irish people like to think that many of the great qualities of President Wilson are traceable to his Irish ancestors? Mr. T. P. O'Connor has correctly described the President as being descended from sturdy and refined Ulster stock. It is particularly joy to me that a kinsman of my family is governing the great American Republic in the spirit of the ancient British laws, which were founded on noble principles of divine justice, as opposed to mere material might. I am still young enough to hope to live to see the same principles re-introduced into the Government of my own beloved native land.

Dr. Graham Bell, the inventor of the telephone, is still alive!—says that he recently whispered a message from New York to Chicago—a distance of about 900 miles—and received a whispered reply. We have sometimes shouted from Hare Street to the Calcutta Telephone Office and received no reply at all. Now we understand why the telephone people advise us to speak softly. It is a case of "whisper and I shall hear." We wish, however, that Dr. Bell could do some whispering in Calcutta; he would learn a thing or two—Englishmen.

Watch-night services are the invention of John Wesley. He designed them, however, not as annual, but as monthly institutions. Kingswood colliers, who before their conversion had been accustomed to spend their Saturday nights drinking in the houses, began to transfer their meetings to schoolrooms, singing and praying till the small hours of the morning. Wesley was asked to put a stop to these unconventional assemblies, but "comparing it with the practice of the ancient Christians, could see no cause to forbid it," and instead appointed the meetings to be held once a month, "near the time of the full moon."

"Julian the Tenth" parades a victorious progress through Scotland, writes the Scottish correspondent of the N. O. Daily News. Glasgow's total on a road accounting, amounted to 144 millions—a record, only equalling the cities in the United Kingdom. Leeds followed with 110,000,000 and put on a record per head of the population—221. Aberdeen finished the week with 24 millions, a sum which will be exceeded when the accounts are all added up.

50 YEARS ON THE
PACIFIC OCEAN.From the "Paradise of the
Pacific," March 1918.

As fascinating as the stories of the buccannery who preyed upon the Spanish galleons in the Pacific and South Atlantic waters in the sixteenth century; as romantic as the tale of Columbus, Drake and Magellan, reads the history of the Pacific Mail Steamship Company, which as early as 1845 was engaged in coast trade, carrying passengers and freight from Panama to California in the early gold-rush day.

The golden jubilee of the trans-Pacific traffic occurred in January 1917, but the event was allowed to pass unnoticed in the stress of events connected with the great world war.

The Pacific Mail Steamship Company was incorporated in New York on April 18th, 1845, with a capital of \$500,000. Congress had passed an act authorizing the opening of a new mail route between New York and Portland, Oregon, with San Francisco as port of call. By the act a subsidy of \$200,000 per annum was to be paid with the intention of perpetuating the American flag on the waters of the Pacific.

Incidentally that policy was abandoned many years ago and the American merchant marine had declined with this peculiar policy until in the year 1915 there were but six vessels in foreign service flying the American flag.

The vessels used in the early days were side-wheelers, hardly larger than the ferryboats of San Francisco bay today. They carried beam engines and were built entirely of wood. The first steamers were the "Golden City," "Montana," "Colorado," and "Constitution." The last named figured prominently in the Civil War, having been chartered by the government as a transport, and having on occasions carried as many as 5,000 troops and their necessary equipment.

The "Constitution" was considered a remarkable vessel in her day. She was one of the first steamers built with two funnels. Drawing about twenty feet of water she could attain a speed of fifteen knots per hour. She ended her days in San Francisco in 1884 by burning. The remainder of these vessels were bought by the Nippon Yusen Kaisha, forming the nucleus of its present fleet of 102 vessels, of 480,000 tons gross. It is interesting to surmise what might have been the position of the American merchant marine at the outbreak of the war if our government had aided shipping by subsidies and subventions as did the Japanese government.

In the year 1861 the Pacific Mail Company bought the so-called "Yankee Line" operating from New York to Aspinwall on the Isthmus of Panama. The steamers on this run were the North Star, Northern Light, Ariel, Ocean Queen, Quaker City, Champion and two new ships, the New York and Costa Rica.

The Pacific Mail Company in their service between New York and San Francisco enjoyed many years of great prosperity but with the completion of the first trans-continental railway it was presumed that the bulk of the passenger traffic would naturally move over the shorter overland route. So in 1868 there arose the incentive which engaged the thought of all transportation men concerning the carrying of passengers and freight from China and Japan across the Pacific and thence overland to New York. Again Congress was appealed to and as to hear its share of establishing a new transpacific route covered by ships carrying the Stars and Stripes, Congress responded with a subsidy of \$500,000 awarded to the Pacific Mail Company for carrying the mails from San Francisco to Hongkong. And thus was inaugurated the service that gave the Port of Honolulu its first impetus as a shipping centre.

The steamer "Colorado," a side-wheeler of 3,000 tons one of the largest ships of the Pacific Mail fleet at that time, was elected as the pioneer of this new enterprise, and in January 18th, 1867, under command of Captain W. H. Bradley, steamed through the Golden Gate on her momentous first voyage. As the first steamer to make such a trip the route to be taken and the conditions that possibly might be encountered were thoroughly studied. Captain Bradley was a man quite familiar with the trans-Pacific

service so far as applied to sailing ships and was not without steamship experience, as he had served on some of the company's steamers on the Panama run.

The "Colorado" had a fair freight including 1,000 barrels of flour, \$500,000 in specie for Hongkong and \$1,700 for Japan. That cargo of flour seems rather insignificant now as compared with consignments of 10,000 to 12,000 barrels subsequently carried by steamers of the same line. She also had a fair passenger list.

A detour was made to Honolulu, as the Captain deemed it wiser to replenish his bunkers rather than to essay the long voyage to Yokohama. At any rate the call at Honolulu had not been planned when the ship left San Francisco. Thus were the first tourists regaled with a sight that would never leave their memory—the sight of these sun-kissed, palm-girt isles subsequently described by Mark Twain as the "loveliest fleet of islands that lies anchored in any ocean."

Naturally the arrival of this steamer created much excitement in Honolulu and she was the object of much curiosity on the part of the natives. The arrival of the first Pacific Mail liner in Yokohama and Hongkong stirred up the commercial circles of those ports due to the fact that she carried European despatches of fully twelve days later dated than those received by the English and French lines.

The "Colorado" arrived at San Francisco on March 20th having made the round trip in seventy-eight days, including all detentions.

The "Colorado" was followed on February 1st by the "Great Republic" and each month thereafter by the old "China," "Japan," and "America."

It was in 1868 that what is known as the "branch line" was started from Yokohama to Shanghai via the Inland Sea of Japan. Some of the ships on the Atlantic were sent around the Cape of Good Hope. Together with some new steamers, the Costa Rica, Ariel, Oregonian and Golden Age, comprised this fleet and was the first line of steamers to navigate the Inland Sea. At that time there were no light-houses, buoys or other signals to mark the danger points and it indeed goes to the credit of those old sea-masters that the feat was accomplished with such regularity and with so few accidents.

In the meantime an extension was taking place on the San Francisco-Panama run and the steamers Acapulco, Colon, Guatemala, City of Panama, Colima and Granada replaced the older ships while the Alaska and Arizona came from the Atlantic and enhanced the number of vessels on the Pacific. The former went on the San Francisco-Hongkong run, and the latter on the Panama run.

When the run to the Orient was first started, the ships made many precarious voyages by reason of the fact that owing to storms, they would run out of fuel and fresh water. On occasions they were known to burn their cargoes for fuel.

In order to provide against such calamity, a brig was despatched in 1869 from Pennsylvania with a load of Pocahontas coal for Midway Island. At that time the island was uninhabited, though now it is used as a cable relay station. Some of that same coal was used by the Pacific Mail steamers when chased out of their courses by the Russian Vladivostok fleet during the Russo-Japanese war. Up to that time it had been forgotten, for better boats soon replaced those vessels, and better time was made.

Though tea and silk have always been two of the most important items of freight in the very early days, before the Chinese Exclusion Act was passed, when the old paddle wheels plied the great sea troughs, Chinese coolies made up the chief "cargo." As many as 2,500 were brought to this country on a trip, and fortunes were made for the Company in this traffic.

In the year 1871 the fortnightly service was inaugurated and in 1874 the screw-propelled steamers City of Peking and City of Tokio were placed on the China run. These were followed by the three "Cities"—San Francisco, Sydney and New York—in 1876, when the line was established to Australia. This marked another era in trans-Pacific traffic and gradually the old wooden side-wheelers were displaced.

Even the new ships were not large enough to make much of a showing against the great typhoons which very often shook the very foundations of the universe along

the China-Japan coast. In 1874 the Alaska was blown up high and dry at Aberdeen on the Island of Hongkong. An American named Williams finally got her aloft after engineers from Europe had failed. One year later she was burned off Amoy on the coast of China.

That year was a disastrous one for the Pacific Mail as two other steamers were burned, the America in Yokohama and the Japan on the China coast.

The next year other screw steamers were added to the fleet, including the Rio de Janeiro, Para, Columbia and Peru. The Rio de Janeiro struck a rock at the entrance to the Golden Gate, San Francisco in 1881 when under Captain Ward's orders, Pilot Los Jordan was attempting to guide her through a dense fog that overhung the harbour. The vessel sank, taking with it several hundred passengers and members of the crew, and its hull, containing thousands of dollars of valuable property, was never located.

The China of 10,000 tons displacement was built in 1880 and became the most popular steamer in the service and then followed the Korea and Siberia of 18,000 tons displacement. The Korea left San Francisco on August 30th, 1902, and on December 27th of the same year the Siberia was sent across on the long run.

Two years later came the Mongolia and Manchuria, each 27,000 tons displacement, the former sailing on her initial voyage from San Francisco on Saturday, May 7th, 1904, and the latter on Tuesday, August 23rd, 1904.

It is regrettable that in 1915 the then management of the Pacific Mail deliberately threw away the best prospects of the company since its incorporation by disposing of all the trans-Pacific fleet and in consequent abandonment to a foreign flag of the cream of the trans-Pacific business. The alleged reason for this act was the restrictions placed on American shipping by the La Follette Seaman's Act.

The American-built steamers Korea and Siberia were sold to a Japanese company and now fly the Japanese flag. The China was sold to a company newly formed with Chinese capital and operated by Chinese, while the Mongolia and Manchuria were sold to the Atlantic Transport Co., of New York and were transferred to the Atlantic Ocean.

Were it not for the far-sightedness of a San Francisco man, John H. Rosseter, the American flag would have disappeared from the foreign trade of the Pacific completely. Out of the wreck of the old Pacific Mail Steamship Company he organized the present company, and by the purchase of three ships built in Holland, re-commenced the service of the Pacific Mail across the Pacific in 1915 with the steamers Colombia, Ecuador and Venezuela of 14,000 tons displacement each. In the year 1917 was inaugurated the San Francisco-Calcutta service with the steamers Santa Cruz, 12,000 tons, and Colima, 15,000 tons, and the writer hopes to live to see the day when the American flag will be seen constantly in every port on the great Pacific ocean.

A few words as to the personnel of the company: This includes the names of many famous men. The first President was Captain Allan McLean. He was succeeded in 1879 by W. B. Stockwell of sewing machine fame, followed in about a year by Rufus Hatch, during whose administration the screw steamers of the "City" class were built and commissioned. Jay Gould succeeded Hatch and it was he who negotiated the building of the China. He was succeeded by W.P. Clyde and then followed R.P. Schwerin, who was vice-president and general manager of the company from 1893 to the disruption of the company in 1915.

The man of large vision who organized the new Pacific Mail Company was John H. Rosseter; he was elected vice-president and general manager of the company in 1899, and we trust that his dreams of American supremacy on the Pacific will be realized.

For Disabled Officers.
Major General Lord O'Brien has been awarded the rank of Major General in the British Army and is now in the service of the British Government. The Association is endeavouring to help him to settle in India during his convalescence, and to secure him employment while money is advanced pending the receipt of War Office gratuity.

DAIRY FARM NEWS.

SAUSAGES.
SAUSAGES.

A Variety to suit all tastes.

OXFORD SAUSAGES.
CAMBRIDGE "
PORK "
BEEF "LIVER SAUSAGES.
BOLOGNE, HEAD CHEESE.
BLACK PUDDING.
WHITE "

&c. &c. &c.

THE SOCIETY

OF
ST. GEORGE

HONGKONG.

TOMBOLA.

(IN AID OF WAR CHARITIES.)

GIFTS WANTED FOR PRIZES.
LAST DAY FOR RECEIVING:

THURSDAY, 11th APRIL, 1918.

HAVE YOU SENT YOURS?

IF NOT PLEASE SEND IMMEDIATELY TO

RECEIVING DEPOT:—

Messrs. LANE, CRAWFORD & CO., (Office, 1st floor.)
10 a.m. to Noon and 3 p.m. to 5 p.m.Sulky articles will be sent for on application to
Hon Sec. "TOMBOLA" P.O. Box No. 24, Hongkong.

NO GIFT TOO LARGE.

NO GIFT TOO SMALL.

CHAMPAGNE



JACQUESSON

As originally supplied to NAPOLEON The Great.

The fine quality of the wine will at once commend it to the most critical.

SOLE AGENTS FOR CHINA:—

H. RUTTONJEE & SON, 16 QUEEN'S ROAD.

TO-DAY'S
ADVERTISEMENTS.

THIRD LIBERTY LOAN.

THE Subscription List for the THIRD LIBERTY LOAN of U.S. \$3,000,000,000 carrying interest at 4 1/4 per cent. per annum closes in America on 4th May, 1918.

THE INTERNATIONAL BANKING CORPORATION is prepared to receive applications up to 25th April, on the following terms:—
5% on application.
20% on 21st May.
35% on 11th July.
40% on 8th August,
and will also grant loans against this security.

HONGKONG SCHOOLS' SPORTS.

THE Athletic Sports for the combined Hongkong Schools will be held on SATURDAY, April 13th, at the Victoria Park. There will be the usual races for past pupils, namely, Two Miles, Bicycle Race (Handicap) and Seven Furlongs Flat Race (Handicap). The entrance fee for these two races is 50 cents, and the names may be given in on the field.

TO-DAY'S
ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY, the 15th April, 1918,

commencing at 11 a.m. at the Takoo Sugar Refinery (For account of the concerned)
133 Bales Gunny Bags (slightly damaged by fire and water.)
543 Bales Gunny Bags (slightly damaged by water.)
N.B. Intending purchasers must obtain a pass to view the goods from the undersigned.
Terms—Cash on delivery.
GEO. P. LAMBERT
Auctioneer.

WANTED.

WANTED—POSITION by an ENGLISHMAN with many years' Eastern Business Experience. Write Box 1381 c/o Hongkong Telegraph.

AERTEX
THE ORIGINAL
CELLULAR

We have now a full range of garments made of this cloth which is by far the most suitable and healthy to wear in hot weather, being cool, non-irritant and extremely durable.

SHIRTS. — PYJAMAS

— UNDERWEAR —

Call and see them before deciding "what to wear."

MACKINTOSH

A CO., LTD.

MEN'S WEAR SPECIALISTS,
18, DES VŒUX ROAD. TELEPHONE NO. 29.

TELEPHONE 346

A NEW CONSIGNMENT OF
GENTLEMEN'S -----

BOOTS AND SHOES

JUST UNPACKED.

INCLUDING

HEAVY MARCHING BOOTS.

BLACK and BROWN

BOOTS AND SHOES.

BRITISH MADE.

NEW COLUMBIA
DANCE RECORDS.

- A 5944 It's not your Nationality, it's You, Trot
- Every Little While ... Waltz
- A 5947 Songs of the Night ... Waltz
- Yearning for You ... Waltz
- A 5950 When my Ship comes in, One-Step
- Settle down in a One-Horse Town ...
- A 5953 Charming ... Waltz
- A Dream ...
- A 5955 Kerry Mills ... Barn Dance
- Bain Bow ... Gayette

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD

TEL. 1332.

JUST ARRIVED.

A Fresh Consignment

of

BURGOYNE'S SPECIALLY

SELECTED BURGUNDY RESERVE

RECOMMENDED BY THE MEDICAL FRATERNITY.

Burgundy Reserve per case, 12 qts. duty paid 24.00

S. clis.

24 pils. 26.00

Claret Reserve 12 qts. 24.00

24 pils. 26.00

SOLE AGENTS:

CANDE, PRICE & CO., LTD.

TEL. NO. 135.

Wine Merchants,
Hongkong

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.

SHIPPING

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	*Kaga Maru T. 12,500	SAT. 13th Apr. at 11 a.m.
	*Hirano Maru T. 15,000	THURS. 25th Apr. at 11 a.m.
	*Aki Maru T. 12,500	SAT. 20th Apr. at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	*Tango Maru T. 13,500	SAT. 13th May at 11 a.m.
SHANGHAI, MOJI & KOBE	*Bombay Maru T. 8,000	TUESDAY, 23rd Apr.
	*Ceylon Maru T. 10,000	MONDAY, 29th Apr.

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

MELBOURNE VIA MANILA, ZAMBOANGA, THURSDAY ISLAND, SYDNEY, BRISBANE & ADELAIDE.

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO AND PANAMA CANAL.

BOMBAY VIA SINGAPORE, PENANG & RANGOON.

*Omitting Shanghai & for Moji. *Wireless Telegraphy.

HONGKONG-VICTORIA, B.C.-SEATTLE VIA MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND TOKYO.

Operated by the magnificent and splendidly equipped passenger steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru," & "Katori Maru," each of over 2,000 tons displacement.

Next sailings from Hongkong:

*Katori Maru SAT. 13th Apr. at 11 a.m.
*Suwa Maru WED. 15th May, at 11 a.m.

*Omitting Manila & Eastward.

For further information apply to

NIPPON YUSEN KAISHA.
B. MORI, Manager.

Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Steamers.	Tons.	Leave Hongkong.
SHINYO MARU	22,000	27th April.
KOROA MARU	18,000	24th May.
SIBERIA MARU	18,000	8th June.
TERIO MARU	22,000	20th June.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIACA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.
ANTO MARU	15,500
KITO MARU	17,500
NIPPON MARU	11,000

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.
KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.
Sailing from Hongkong to San Francisco.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a fully qualified surgeon.
Cargo taken on through Bills of Lading to all Overseas Ports in the United States of America and Canada.
For particulars of Freight and Passage, apply to:-
JAVA-CHINA-JAPAN LIJN.
Hongkong, York Buildings.
Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
APRIL 10, 1918.AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.THE ROYAL MAIL
STEAM PACKET
COMPANY.Owners of The "SHIRE"
Line of Steamers.FOR SAILINGS TO AND FROM THE UNITED
KINGDOM AND INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215, Sub. Ex. No. 10, Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sinkiang	11th Apr. at 3 p.m.
SHANGHAI	Sungkiang	13th Apr. at 3 p.m.
TIENTSIN	Kueichow	18th Apr. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong April 9, 1918.

JAVA-CHINA-JAPAN LIJN.

Regular, Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
---------	------	----------------------	------------------------	-----

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building. 115

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first class passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 8 to 10 days.)

Steamships.	Captain	Leaving.
Haihong...	J. W. Evans	SUN., 14th Apr. at 10 a.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
SHANGHAI	Wofang	Fri. 12th Apr. at d'light.
MANILA	Yutensang	Fri. 12th Apr. at 3 p.m.
MANILA	Loongsang	Fri. 19th Apr. at 3 p.m.
SANDAKAN	Mausang	Sat. 20th Apr. at noon.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Sailing from Calcutta steamers proceed to Kobe and Hongkong, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailing approximately every five days between Canton and Shanghai, sometimes calling at Amoy. Passengers if they like have a matter of minutes to change from Amoy to Shanghai, and through tickets can be obtained for Amoy and Shanghai via Amoy.

MANILA LINE.—A weekly service is maintained with Amoy by vessels with good passenger accommodation, sailing from Amoy every Friday.

HAIPOONG LINE.—Sailing approximately weekly for passengers and cargo, calling at Amoy, Hongkong, and Swatow.

BORNEO LINE.—One sailing per month between Hongkong and Borneo by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kanton, Swatow, Labuan, Tawau and Labud Daru.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weiwacui and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

SHIPPING NEWS

Big Fleet of Vessels at Tientsin.
The port of Tientsin, which recently experienced a temporary lull, became suddenly enlivened by the arrival of a big fleet of vessels yesterday morning, says the "Manchuria Daily News" of March 23. The fleet consisted of 18 steamers, mostly for the loading of Manchurian produce for home ports, etc.

O. S. K. Steamers on European Line.
The O. S. K. has it on the schedule to Jeppatch the s.s. Luzon Maru, 4,076 tons, as the first steamer on the European service towards the end of next month. She will be armed with a 4.7 inch gun at the stern and equipped with a wireless apparatus. The s.s. Yerinio Maru, 3,385 tons, and Saigon Maru, 4,538 tons, to follow in her wake will be similarly equipped.

The Proposed Canals in China.
It will be remembered that in November last (says the "Japan Chronicle") a contract was signed at Peking for a Japan-American loan of \$6,000,000 to be expended on the construction of large canals from Tientsin, Chihli and Shantung. Of that amount \$3,500,000 was advanced by American capitalists represented by the American International Corporation, and \$2,500,000 by Japanese capitalists represented by the Nippon Kogyo Ginko. Though the loan has been signed, no action has yet been taken towards starting operations to build the canals. It is now reported, however, that it has been decided to begin operations from April next. These will be undertaken under the supervision of Messrs. Siemens, Cary & Co., but it is said that all the machinery and other materials are to be supplied by Japan, while some Japanese experts are also to be engaged.

South Pacific Clear of German Raiders.
A Pacific Port (Kokusai Special Correspondence from the Associated Press).—The South Pacific Ocean has been swept clean of German raiders, according to an announcement by the commander of a British warship which has been on patrol duty along the West coast of South America. "I am positive that the See Adler was the last German raider in the Pacific," said the Captain. "Ample warning will be given to shipping if there is any possibility of another raider entering the Pacific. The various rumours of German raiders generally emanate from pro-German sources and are sent out in the hope of retarding the movement of Allied vessels and worrying ship owners and operators." According to officers of the vessel, there are thirty-nine German steamers and fifty-one sailing vessels with a total tonnage of 23,000 interned in ports along the west of South America. Among them is the "Potosi," 3,755 tons, the world's largest sailing ship. Peru, Ecuador and Colombia all have opened their ports to Allied shipping, said the cruiser's officers.

Sales Contracts and Charter Parties with Foreigners.
There is no room for doubt that the sale of merchantmen to foreigners is "tabooed" in fact, although it is confirmed in black and white by no statutory law. A number of applications for the Government sanction for sales contracts have failed to obtain the desired permission. The same may be said of charter parties with foreigners. At least the authorities seem to be following a negative line of policy also in this direction. A few instances may be cited. The s.s. Kiao Maru was contracted to be chartered to a Bombay foreigner, but the Government sanction was not forthcoming. The case with the s.s. Shinko Maru met with no better luck. She was to be chartered to a foreign shipping firm also at Bombay to run east of Port Said for one year at the rate of Y45 for delivery in April. It was quite recent that a Japanese shipping firm at Hongkong proposed to charter five steamers from Japanese firms, but failed to secure the required sanction for three of the steamers for the reason that they were to be sub-chartered to foreigners. "Manchuria Daily News."

More Nickel for War.
It is announced that the Government have agreed to make a loan of 3,000,000 dollars (\$3,000,000) to the British American Nickel Corporation, subject to certain conditions as to control. The object of the loan, solely connected with the production of the war.

SUMMER VACATION
TRIPSBRITISH COLUMBIA
AND THE BEAUTIFUL
CANADIAN ROCKIESAN IDEAL CLIMATE AND THE
GRANDEST SCENERY IN THE WORLD.Getting—Automobile—Boating—Fishing—Shooting—Mountain Climbing—and
Bathing—all within short distance of comfortable Hotels and Private Homes.

—REGULAR SAILINGS TO VANCOUVER ON OR ABOUT—

Empress of Asia April 11th	Empress of Russia July 4th
Empress of Russia May 9th	Empress of Japan July 17th
Empress of Japan May 22nd	Empress of Asia Aug. 1st
Empress of Asia June 6th	Empress of Russia Aug. 29th
Monteagle	Monteagle

CANADIAN PACIFIC

OCEAN
SERVICES
TRANS PACIFIC
LIMITED
LINES

For particulars regarding passage, fares, suitcases and conversion of money, etc., apply to the Agents of the Canadian Pacific Railway to all Overseas Ports in Canada and United States also to Europe and West India ports.

P. D. JUTHERLAND,
General Agent, HONGKONG.

J. H. WALLACE,
General Agent, HONGKONG.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI AND JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, Sept. 24, 1917.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons Each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.

s.s. "VENEZUELA"	Apr. 24th
s.s. "ECUADOR"	May 22nd
s.s. "COLOMBIA"	June 19th

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the children, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules, etc.,
Apply to—
Company's Office in
ALEXANDRA BUILDING,
Chater Road.

Telephone No. 141.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND PUR-
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
FORWARDING DEPT.
1a, Chester Road. Phone No. 1500.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

Monthly Services—
HONGKONG, SWATOW & BELAWAN DELI (MEDAN).
S.S. "JACOB"

will leave on or about March
HONGKONG, AMOY, SWATOW & SINGAPORE.
S.S. "van WAERWYCK"

will leave on or about March.

For freight and passage apply to—

Yerk Building, Tel. 1574. JAVA-CHINA-JAPAN LIJN.
Hongkong, 1st Mar., 1918. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach
the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.,

General Agents,

or to BEISS & Co. Canton
Hongkong, Jan. 2, 1917.

JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN and HONOLULU.

fortnightly joint-service of the

"NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departures from HONGKONG:

Steamers	tons	Sailings

These superior passenger-steamers have excellent accommodation for first
and second class passengers.

For further particulars apply to:

JAVA-CHINA-JAPAN LIJN

TELEPHONE 1574-1575-1576.

THOS. COOK & SON.

General, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and
CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.
SPECIAL FARE EASTERN TRAVELLERS' GAZETTE.

Containing sailings and fares from the Far East to all parts
of the World, will be forwarded free on application.

Telegraphic code: "COOKSON." THOS. COOK & SON,
HONGKONG HOTEL BUILDING, HONGKONG.

Branches at: SHANGHAI, PEKING, YOKOHAMA, MANILA,
Cebu, Cebu, LONDON, EGO.

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph
Company, Ltd.

Sveaske, Kongai, from Amoy.

Kwongahing, Wellington Street

Kobe.

Chongzaki o/o Martini, from

Vladivostok.

Lientonank Anderson, Admir-

alty from Amoy.

Hindocan Shui, from Tomi-

dake.

Mr. Layohay, 2nd floor, No. 6

Com Street, from Yokohama.

Klok, S.S. Juliana, from Kobe.

Chongahing, from Shanghai.

Chongahing, Bonham Street

from Shanghai.

Kwong, from Amoy.

Ungkoonphong, Tallyman
Steamer Vanvaerwijk, from
Amoy.

Chongahing Nampahong, from
Shanghai.

Kamematsu Nishimura, o/o
Hindocan, from Nawa.

Blanc, Hongkong Hotel, from
Shanghai.

Tungahing, o/o Chongahing,
Venyeukai, from Shanghai.

Takchongahing, from Shang-

hai.

Chow Villa, 28, Elgin Street,
from Shanghai.

Yokugan (2), from Kobe.

L. KRING,
1st Superintendent.

Hongkong, April 5, 1918.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
--------------	----------------	-----------------------	-------------------

JAPAN AND COAST PORTS.

Shanghai	Sinkiang	B. & S.	11. Apr.
Manila	Yuensang	J. M. Co.	12. Apr.
Shanghai, Kobe and Yokohama	Kaga M.	N. Y. K.	13. Apr.
Shanghai	Halong	B. & S.	14. Apr.
Swatow, Amoy and Foochow	Kueichow	J. M. Co.	15. Apr.
Tientsin	Loonsang	N. Y. K.	16. Apr.
Manila	Ati M.	J. M. Co.	17. Apr.
Nagasaki, Kobe and Yokohama	Mausang	N. Y. K.	18. Apr.
Sandakan	Bombay M.	N. Y. K.	19. Apr.
Shanghai, Moji and Kobe	Hirano M.	N. Y. K.	20. Apr.
Shanghai, Kobe and Yokohama	Ceylon M.	N. Y. K.	21. Apr.
Shanghai, Moji and Kobe	Tango M.	N. Y. K.	22. Apr.
Nagasaki, Kobe and Yokohama			

NOTICE.



MITSUBISHI GOSHI
KWAISHA.
(MITSUBISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF
YAMASAKI, DONI, MURASE, KISHI,
ISAKI, YOSHIMOTO, MOJO, NAWA,
ZUTA, SAGO, KAWADA, SHINRA,
KAWANADA, KIRAI and OTSUKA
Collieries.

Agents for SAKITO COAL.

HEAD OFFICE—

MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI,
MOJO, KAWADA, WAKATSUKI,
OTAHU, MURASE, KISHI,
KOBAYASHI, KAWADA, KISHI,
HAMA, NAGATA, TSUBUGA, VIAD,
VOSTOK, HANKOW, PEKING,
DAIREN, TAIPEI, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIKONG, CANTON and
SINGAPORE.

Cable Address—"IWASAKI."
Codes: AL, A.B.C. 5th Ed. West-
ern Union, and Bentley's.

AGENTS—

OHINEKIANG—Messrs. GEAR-
ING & CO., MANILA—Messrs.
MACDONALD & CO., SINGA-
PORE—Messrs. BROWN CO.,
LTD., GLASGOW—Messrs. A.R.
BROWN, McFARLANE & CO., LTD.

For Particulars, apply to—

S. KAWATE

Manager.

Hongkong, No. 2, Pedder Street.

CONSIGNEES

TOYO KISEN KAISHA.

S.S. "NIPPON MARU."

From SAN FRANCISCO VIA
HONOLULU, JAPAN PORTS,
AND SHANGHAI.

The above named steamer
having arrived, consignees of
cargo are hereby notified to
send in their Bills of Lading for
counter-signature, and to take
immediate delivery from along-
side.

Cargo remaining undelivered
on 8th April, 1918, at 5 P.M., will
be landed at consignees' risk and
expense, and delivery must then
be taken from the Company's
godowns.

No Fire Insurance whatever
will be effected.

No Claim will be recognised
after the goods have left the
steamer or godowns.

All claims and damaged cargo
will be landed into the Company's
godowns, where it will be ex-
amined on 15th April, 1918, at
10 A.M.

No Claim will be recognised if
filed after the 23rd April, 1918.

T. DAIGO,

Manager.

Hongkong, 6th April, 1918.

HOTEL LISTS.

HONGKONG HOTEL.

Abraham D.	Katz W.
Anderson Miss A.G.	Lay A.R.
Archibald G.B.	Leahy Capt T.L.
Alkan Mr. & Mrs. H.	Little A.O.
Burns N.	Ludwig G.
Bohannan C.O.	Longfield S.
Burns J.D.	Landman Mr. & Mrs.
Boring J.H.	Leahy Mr. & Mrs. J.J.
Bout Mr. & Mrs. A.	Lucas W.H.
Black E.J.	Macdonald Major & Mrs.
Baxter H.A.	Marshall J.D.
Brown W.G.	May G.H.
Salisbury Mrs. E.R.	McIntosh G.M.
Branch Capt & Mrs. F.	McIntosh Mr. & Mrs.
Beckingsale L.	Macdonald Major & Mrs.
Bowick Mr. & Mrs. M.	Marshall J.D.
Brown Miss H.D.	May G.H.
Brown Miss R.	McIntosh G.M.
Boyd L.	McIntosh Mr. & Mrs.
Brown Capt J.D.	Marshall J.D.
Bussche Dr. J.K.	May G.H.
van den	McIntosh G.M.
Brown J.A.H.	McIntosh Mr. & Mrs.
Buller Miss M.	Marshall J.D.
Bethel L.C.	May G.H.
Braden F.C.	McIntosh G.M.
Bolt R.P.	McIntosh Mr. & Mrs.
Baker F.H.	Marshall J.D.
Bartholomew Mrs. W.S.	May G.H.
Cameron B.V.	McIntosh G.M.
Calderon L.A.	McIntosh Mr. & Mrs.
Cole Plunkett Mrs. B.B.	Marshall J.D.
Courtney J.D.	May G.H.
Claassen Capt J.	McIntosh G.M.
Canton Mrs. C.	McIntosh Mr. & Mrs.
Cole J.O.	Marshall J.D.
Cushenhouse H.	May G.H.
Candell D.	McIntosh G.M.
Davis Mrs. F.E.	McIntosh Mr. & Mrs.
Dunbar J.	Marshall J.D.
Dye Clarkson Mr. & Mrs.	May G.H.
Dewar J.	McIntosh G.M.
Davidson C.	McIntosh Mr. & Mrs.
Drost W.G.	Marshall J.D.
Emmott Madam E.	May G.H.
Eyck Capt J. van	McIntosh G.M.
Evans W.H.	McIntosh Mr. & Mrs.
Fraser H.R.	Marshall J.D.
Hill O.L.	May G.H.
Fuller Miss E.G.	McIntosh G.M.
Fowler M.C.	McIntosh Mr. & Mrs.
Fisher Miss H.	Marshall J.D.
Fisher Miss N.	May G.H.
Gimble Mr. & Mrs. G.	McIntosh G.M.
Grimble Miss D.	McIntosh Mr. & Mrs.
Grimble Miss V.	Marshall J.D.
Gray Mr. & Mrs. I.	May G.H.
Guthrie W.P.	McIntosh G.M.
Glasbrook F.E.	McIntosh Mr. & Mrs.
Glasbrook Miss G.	Marshall J.D.
Gast J.D.	May G.H.
Hall Capt T.P.	McIntosh G.M.
Hicks A.E.	McIntosh Mr. & Mrs.
Hall Mr. & Mrs. R.	Marshall J.D.
Hop L.	May G.H.
Hogewerf W.E.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Marshall J.D.
Hodges Mr. & Mrs. F.	May G.H.
Hodges Mr. & Mrs. F.	McIntosh G.M.
Hodges Mr. & Mrs. F.	McIntosh Mr. & Mrs.
Hodges Mr. & Mrs. F.	Mar

**LONDON CHEERS JEWISH
BATTALION.**

Palestine Front.

practised last year and has been training till now, paraded through the streets of West London and the "City" on February 3, and then on February 4.

chose to the attention of the Lord Mayor's official residence and were received by that official in the afternoon. There was an official review by General Lord. Speeches and luncheon followed the review.

Among the spectators were many Jews of the London East Side, who sat and stood in the Jewish quarter, were decorated with Zionist sashes. The British carried the Union Jack and two Zionist flags with the "Magen David" bearing the Hebrew inscription: "If I forget thee, O Jerusalem, let my right hand

The battalion were guests at a luncheon tendered by the community and were addressed by Chief Rabbi Dr. Herzl Dr. Chaim Weizmann and the famous Vladimir Zaboynsky, who is the originator of the idea of a Jewish legion fighting for the Allies on the Palestinian front and is now realizing his ambition as a lieutenant of the battalion. Col. Peterson, the Irishman, famous as "Chief O'Rourke" of the Zion Mule Corps which won laurels

plaza at Gallipoli, addressed his new Jewish command. Members of Parliament also spoke. The Chief Rabbi blessed the Jewish soldiers, praying for their success, and Col. Robinson expressed the hope that many thousands more would join the Jewish regiment.

POLICE RESERVE ORDERS.

Orders issued to day by Mr. F. O. Jenkin, C. B. E., are:—

Medical Certificate.

In any case of illness causing absence from Patrol or other Police Duty and of such nature as to make it impossible for member concerned to obtain the requisite Medical Certificate or to report in person to the Inspector

on Duty, the Company Discipline Inspector may execute on the Report Sheet that he has enquired into the circumstances and will personally guarantee the fact of sickness and inability to comply with the Departmental Orders above mentioned.

Company Sergeant Majors.
Reference paragraph 3 of D.O. 125. O. S. Majors may in future be awarded for Pituitary Duty as sickening officers when they turn out on few ordinary duties to perform strength.

Joined: No. 1 Platoon, 1st Section: P. O. 440-0000
Breakpear.

ST. GEORGE'S DAY FUND.

The Committee, with thanks receipt of the money donated to the fund.

Balance as per last statement...	\$1,174.90
M. G. O. Maxton	100.00
Hongkong Gymkhana Club	377.90
S. H. Dowdell	200.00
G. E. T.	180.00
	\$1,952.80

J. H. RAMSAY,
 Manager, General
 Hongkong & Shanghai Day Fund.

[illegible]

COMMERCIAL NEWS.

Prosperity of Korea.
The report of the Bank of Chosen (Korea) for the half-year ended December 31, 1917, submitted at the 17th general meeting of the shareholders of the Bank at Tokyo on February 18, besides showing the institution's state of general prosperity, gives a review of general economic conditions in Korea. Coming as it did after an unusually prosperous first half-year, the chief feature of the second half—before under review—is summarised in the report as one of unbroken continuance of that prosperity. During the summer, in which fell the greater part of the first half of the period under review, the usual slackness in business prevailed, the more so, as the export of rice for military use to Russia, which had been very brisk, thereby stimulating the export trade of the Peninsula in normal degree, was brought to a standstill in consequence of the restrictions placed by the Russian Government on exchange operations, and this, as it happened at the time when the quotations for rice in Japan ruled low, dealt rather a serious blow to the cereal market generally. Imports also suffered from the sudden collapse in the price of cotton yarns and fabrics, which had been constantly rising up to this time, in consequence, among other contributory causes, of the Price Regulating Laws then published. Though the first half of the period was thus frequently visited by events not altogether wholesome, the latter half was one of unbroken prosperity. In the first place, just at the time when Korean rice began to appear on the market a great storm visited Japan, it fluctuating considerably damage to crops there, and this was accompanied by an extraordinary rise in the price of rice. Then the stoppage of incoming Indian cotton, and the abnormal prices ruling for American cotton, caused the quotations for Korean cotton to rise to an unprecedented level, and resulted in a large export of the crop for the year. In North Chosen, there was a large export of barbed wire, stimulated by the high price abroad, and this coupled with a large catch of herrings in the early winter, caused business conditions there to be unusually active. Furthermore, the plans for various new undertakings were pursued with increasing vigour, resulting in the establishment of numerous new companies. Mining interests had also a favourable half-year, and the export of mineral products continued large. Besides, the quotations for staples, such as beans, coconuts, and ox-hides ruled high, and transactions were accordingly extremely active. Meanwhile, the construction of harbours, railroads, and various important buildings was vigorously pushed, and it was during this period that the Chongchun-Hollung Railway was completed, all contributing to the general prosperity. However, complaints against the congestion of goods in consequence of the shortage in bottoms and railway accommodation were still heard, and the embargo placed on the import of food stuff by the American Government hindered to a certain extent the smooth working of commercial operations, but those drawbacks were far from effecting any change in the general situation. It is true that, toward the close of the half year the movements of rice and other cereals were not as brisk as they usually are at this time of the year, but this was owing to the general well-being of the agricultural classes, who having money enough on hand, were not in a hurry to dispose of their stocks. In short, the economic conditions in Korea during the July-December period were exceedingly active and prosperous, due to the progressive state in industry, commerce, and transportation. Turning to the trade with Japan and other countries, imports and exports totalled ¥1,060,017, 276, showing an increase over the figures for the corresponding half of the previous year of ¥30,169,543. This expansion was due in large measure to the high price of merchandise, but at the same time may be regarded as a reflexion of the favourable conditions prevailing

in the financial world. Exports amounted to ¥47,977,673 and imports to ¥10,061,930. On the other hand, there was an export excess of gold and silver bullion of ¥4,881,683, so the excess of imports over exports was only ¥5,240,867. In describing the general condition of the Bank mention is made of the succession of the Bank of Chosen to part of the business of the Yokohama Specie Bank in Manchuria. It may be noted that the Bank of Chosen notes, though enjoying a wide circulation in Manchuria from early times, owed their circulation simply to the credit of the Bank itself and had no legal foundation. But now it was decided that the notes of this Bank should be given the status of a legal tender to be used without restriction in all transactions, public and private, in Kwangtung Province and the South Manchuria Railway Zone, and that, in consequence thereof, all the gold notes issued by the Yokohama Specie Bank should be transferred to the Bank. Accordingly the Yokohama Specie Bank gold notes amounting to Yen 4,638,340 were transferred to the Bank of Chosen on December 1, 1917, and the gold notes in circulation in Manchuria were at least unified by this bank. In addition to this, on December 31, 1917, the Treasury Business of the Imperial Japanese Government in Manchuria, hitherto conducted by the Yokohama Specie Bank, was transferred to the Bank. At the same time, their branches in Port Arthur, Liaoyang, Tieling, and Antung, were made over to the Bank. This resulted in the sudden expansion of the business of the Bank in Manchuria and also in the increased importance of its position there. In October a branch was opened at Tsingtau, and a sub-branch in the new town at Mukden, making 28 branches. The highest figures for notes issued by the Bank during the half year were reached on December 29 at ¥63,110,289, while the lowest were on July 1, ¥39,893,780. The amount at the close of the year was ¥67,364,949, an increase of over ¥20,000,000 over the corresponding period of the previous year. This expansion is accounted for by general prosperity and the taking over of the Yokohama Specie notes in Manchuria. The Bank was compelled to issue notes above the legal limit and on December 1 such notes were issued to the amount of ¥1,217,282, and at the end of the year they had reached ¥9,997,407. Fractional notes, originally intended for use in Manchuria, were issued to ¥833,420, but small change in Korea had become so scarce that the situation had to be relieved and it was decided to issue the fractional notes in the peninsula, with the result that Korea has not suffered from shortage of small change.

War-Time Footwear.

The American Consul at Bradford, writing on January 17, reports:—An exhibition of war-time boots and shoes has been held at the Halifax Chamber of Commerce. It is said that Halifax was chosen as one of the four exhibition centres in Yorkshire because it is an important distributing centre for boots and shoes. Formerly the manufacturing side was a promising branch of local industry. The collection consisted of 39 samples, ranging from heavy boots for officers and labourers and for women land workers and munition workers to children's boots and footwear for ordinary street use. They were all black shoes, and while apparently expensive, were of solid leather of good wearing quality throughout. They are made at controlled rates of profit. The public is urged not to make the issue of the cheaper war-time boots an excuse for buying more than actually are required, but rather to reduce the consumption of boots and shoes as much as possible. It is also important that there should not be a rush for these shoes as such as they are put on the market for at first the production will be small, but the quantity available will be an increasing one. It is said that already there has been a drop in the high prices charged by retailers for footwear, in view of this Government action.

THE SOCIETY OF ST. GEORGE, HONGKONG.

WAR BOND DRAWING
3 QUESTIONS
AND
3 ANSWERS

QUESTION A.—How many tickets have you purchased or how many are you interested in?

ANSWER A.—99.

QUESTION B.—Is the winning number amongst them?

ANSWER B.—Of Course!

QUESTION C.—If so what are you going to do with the proceeds?

ANSWER C.—Give 1/3rd to Charity and pouch the balance.

The foregoing are reasonable answers to the questions but you may have some better ones; if so, please submit them to "War Bond Answers," Post Office Box No. 351, Hongkong, who will give judgment thereon, and sender of the best answers will receive TWO WAR BOND TICKETS AND 5 TOMBOLA SPILLS. Any number of alternative answers may be sent in but winner will be required to produce a War Bond Ticket already purchased for each answer submitted. All alternative answers to be sent in by the 23rd of April. They may be in comic, poetic or tragic vein.

Judging of answers will be made by the St. George's Day Publicity Committee.

TICKETS are on sale at Banks, Clubs, Hotels, Leading Stores, and the Hongkong and South China War Saving Association c/o the Union Insurance Society of Canton, Ltd.

DEFENCE OF THE REALM.

The Issuing of "Seditious" Pamphlets.

Walter George Singer, an elderly man, described as a missionary was brought up at the Manchester City Police Court recently before Mr. Brierley, stipendiary magistrate, upon summons issued under section 27 of the Defence of the Realm Act Regulations.

Sir William Cobbett, who prosecuted under instructions from the Public Prosecutor, said the defendant had recently occupied a room in Birlow Terrace, High Street, Chobolton-on-Medlock. His habit, as testified to by a person associated with real-estate houses for soldiers and sailors, and to send them, first of all, pamphlets and leaflets as to which no objection could be taken, to be placed in the rooms. Having in this manner allayed suspicion, he then sent other documents of an anti-war and unpatriotic character, intended, as the prosecution alleged, to persuade soldiers and sailors not to do their duty. Pamphlets of both kinds were sent to Mr. J. L. Grant, honorary treasurer of the Cardiff Soldiers' and Sailors' Rest. Mr. Grant discovered the nature of the second batch of papers, and at once communicated with the military authorities. The general tendency of the leaflets was, Sir William Cobbett continued, to discourage enlistment and encourage desertion.

serious glory, immortal glory, prestige, patriotism. What are these? Invisible nonentities. What is a nonentity? Absolutely nothing. Is it, then, worth while to waste five millions a day to rain coarsely and others for that which is only a signpost of the brain? Another passage ran:—"Stop and think before you go, unless you wish to plunge the world in universal war." Other leaflets declared that to kill a man was murder, and another described "How the Kaiser tried to keep England and France out of the war." Then it was stated that we were helping to bleed France white.

Mr. J. L. Grant, of Cardiff, said on an average 400,000 soldiers and sailors passed through the Cardiff Resthouse each year, and Colonel Hutchinson, the competent military authority for Manchester, said he considered the pamphlets and leaflets likely to have a very pernicious effect, especially upon wounded soldiers. The defendant said he did not print or speak the contents of the documents. Newspapers printed them and newsgirls distributed them. Why were not they arrested, and speakers who said these things in the House of Lords, and not he? Mr. Brierley said the defendant had been several times convicted of vicious practices, which no doubt had filled his brain. The allegation that he had attempted to "persecute his Majesty's relations with foreign Powers" was hardly proved, but in regard to the two other accusations he did not doubt that the leaflets were prejudicial to discipline, and the evidence of Detective Sergeant Houghton showed that he was in possession of and had distributed the documents. Upon each of these two accusations the defendant would be sentenced to four months imprisonment in the second division, the sentences to run concurrently.

EXCHANGE.

SELLING.

1/11 Demand	3 1/2
30 d/s	3 1/2
60 d/s	3 1/2
4 m/s	3 1/2
1/11 Shanghai	Nom.
1/11 Singapore	13 1/2
1/11 Japan	13 1/2
1/11 India	Nom.
Demand, India	Nom.
1/11 San Francisco	72 3/4
1/11 Java	159
1/11 Manila	416
Demand, Paris	416 1/2

BUYING.

4 m/s L/C	3 1/2
4 m/s D/P	3 1/2
6 m/s L/C	3 1/2
30 d/s Sydney & Melbourne	3 1/2
30 d/s San Francisco	74
4 m/s New York	Nom.
4 m/s Manila	431
6 m/s Manila	436
Demand, Germany	Nom.
Demand, New York	Nom.
1/11 Bombay	Nom.
1/11 Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	145 1/2
Demand, Singapore	13 1/2
On Haiphong	14 1/2 prem.
On Saigon	1 1/2 prem.
On Bangkok	50 1/2
Sovereign	64 1/2 Nom.
Gold Leaf, per oz.	43 20
Bar Silver, per oz.	45 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong 5 cts sub.	\$1.00 1/2 dia.
" 10 "	" 1.00 1/2 dia.
" 20 "	" 1.00 1/2 dia.
Canton 20 "	" 7 1/4 cur.

Butcher's Strike.
The butchers in Peking have gone on strike.
Bandage Rollers.
Hankow men have joined the ladies in bandage rolling.

BANKS.

BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

行銀業實法中

Capital (\$4 Paid up) ... France 45,000,000.

1/3 of the Capital subscribed by the Government of the Chinese Republic.

Chairman of the Board of Directors: Andre Berthelot.

General Manager: A. J. Fournet.

HEAD OFFICE: 74 Rue Saint Lazare, PARIS.

BRANCHES: PEKING, SHANGHAI, TIENTSIN, HONGKONG, and SAIGON.

BANKERS.

In FRANCE: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.

In LONDON: London County & Westminster Bank Ltd.

In NEW YORK: Redmond & Co.

In ITALY: Banca Commerciale Italiana.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

M. BOUTIN, General Manager.

HONGKONG BRANCH: Queen's Building, Tel. No. 2552.

5, Chater Road, Hongkong, 20th August, 1917.

NOTICES.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

UP HILL	DOWN HILL	STREET	MIN.
10.00 AM	10.00 AM	10.00	10.00
10.10 AM	10.10 AM	10.10	10.10
10.20 AM	10.20 AM	10.20	10.20
10.30 AM	10.30 AM	10.30	10.30
10.40 AM	10.40 AM	10.40	10.40
10.50 AM	10.50 AM	10.50	10.50
11.00 AM	11.00 AM	11.00	11.00
11.10 AM	11.10 AM	11.10	11.10
11.20 AM	11.20 AM	11.20	11.20
11.30 AM	11.30 AM	11.30	11.30
11.40 AM	11.40 AM	11.40	11.40
11.50 AM	11.50 AM	11.50	11.50
12.00 PM	12.00 PM	12.00	12.00
12.10 PM	12.10 PM	12.10	12.10
12.20 PM	12.20 PM	12.20	12.20
12.30 PM	12.30 PM	12.30	12.30
12.40 PM	12.40 PM	12.40	12.40
12.50 PM	12.50 PM	12.50	12.50
1.00 PM	1.00 PM	1.00	1.00
1.10 PM	1.10 PM	1.10	1.10
1.20 PM	1.20 PM	1.20	1.20
1.30 PM	1.30 PM	1.30	1.30
1.40 PM	1.40 PM	1.40	1.40
1.50 PM	1.50 PM	1.50	1.50
2.00 PM	2.00 PM	2.00	2.00
2.10 PM	2.10 PM	2.10	2.10
2.20 PM	2.20 PM	2.20	2.20
2.30 PM	2.30 PM	2.30	2.30
2.40 PM	2.40 PM	2.40	2.40
2.50 PM	2.50 PM	2.50	2.50
3.00 PM	3.00 PM	3.00	3.00
3.10 PM	3.10 PM	3.10	3.10
3.20 PM	3.20 PM	3.20	3.20
3.30 PM	3.30 PM	3.30	3.30
3.40 PM	3.40 PM	3.40	3.40
3.50 PM	3.50 PM	3.50	3.50
4.00 PM	4.00 PM	4.00	4.00
4.10 PM	4.10 PM	4.10	4.10
4.20 PM	4.20 PM	4.20	4.20
4.30 PM	4.30 PM	4.30	4.30
4.40 PM	4.40 PM	4.40	4.40
4.50 PM	4.50 PM	4.50	4.50
5.00 PM	5.00 PM	5.00	5.00
5.10 PM	5.10 PM	5.10	5.10
5.20 PM	5.20 PM	5.20	5.20
5.30 PM	5.30 PM	5.30	5.30
5.40 PM	5.40 PM	5.40	5.40
5.50 PM	5.50 PM	5.50	5.50
6.00 PM	6.00 PM	6.00	6.00
6.10 PM	6.10 PM	6.10	6.10
6.20 PM	6.20 PM	6.20	6.20
6.30 PM	6.30 PM	6.30	6.30
6.40 PM	6.40 PM	6.40	6.40
6.50 PM	6.50 PM	6.50	6.50
7.00 PM	7.00 PM	7.00	7.00
7.10 PM	7.10 PM	7.10	7.10
7.20 PM	7.20 PM	7.20	7.20
7.30 PM	7.30 PM	7.30	7.30
7.40 PM	7.40 PM	7.40	7.40
7.50 PM	7.50 PM	7.50	7.50
8.00 PM	8.00 PM	8.00	8.00
8.10 PM	8.10 PM	8.10	8.10
8.20 PM	8.20 PM	8.20	8.20
8.30 PM	8.30 PM	8.30	8.30
8.40 PM	8.40 PM	8.40	8.40
8.50 PM	8.50 PM	8.50	8.50
9.00 PM	9.00 PM	9.00	9.00
9.10 PM	9.10 PM	9.10	9.10
9.20 PM	9.20 PM	9.20	9.20
9.30 PM	9.30 PM	9.30	9.30
9.40 PM	9.40 PM	9.40	9.40
9.50 PM	9.50 PM	9.50	9.50
10.00 PM	10.00 PM	10.00	10.00
10.10 PM	10.10 PM	10.10	10.10
10.20 PM	10.20 PM	10.20	10.20
10.30 PM	10.30 PM	10.30	10.30
10.40 PM	10.40 PM	10.40	10.40
10.50 PM	10.50 PM	10.50	10.50
11.00 PM	11.00 PM	11.00	11.00
11.10 PM	11.10 PM	11.10	11.10
11.20 PM	11.20 PM	11.20	11.20
11.30 PM	11.30 PM	11.30	11.30
11.40 PM	11.40 PM	11.40	11.40
11.50 PM	11.50 PM	11.50	11.50
12.00 AM	12.00 AM	12.00	12.00

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

RESERVE FUNDS:

Sterling ... \$1,500,000 at 2 1/2%

—\$15,000,000

Silver ... \$19,50

